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# INFORMATION REPORT

SECURITY INFORMATION

COUNTRY Italy

SUBJECT Italian Production  
of Jet Planes

PLACE [REDACTED] 25X1A  
ACQUIRE [REDACTED]

DATE OF INFO. 25X1X

CD NO

DATE DISTR 2 NOV 51

NO. OF PAGES 3

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

1. The Italian Military Air Force (Aeronautica Militare) is reported to have granted a contract for the construction of 80 Vampire jet airplanes to Fiat and to Macchi Aeronautica on a De Havilland project. Twenty-seven of the airplanes are to be built by Macchi and 53 by Fiat. The contract was to have been signed in March 1951. The two firms have agreed to exchange certain parts which one or the other will build to cover the needs of both contracts. For example, Fiat is to build all the wings, while Macchi will build the bodies.

Status of Plans at Macchi Aeronautica:

2. Macchi has already prepared the equipment needed for the main parts which it is to build. The first interchange of parts with Fiat was anticipated for August 1951, by which date the assembling could be started. The Air Force is to furnish the reactors, armament, radios and instruments.
3. The first completed airplanes are to be produced some time around October 1951. In December 1951 one airplane should be delivered by each firm. Thereafter, the airplanes should be delivered according to the following schedule:

January 1952	4
February 1952	6
March 1952	7
April 1952	8
May 1952	9

This momentum of delivery is to be kept up until all deliveries are completed.

Status of Plans at Flat:

4. As of mid-March 1951, Fiat had completed the translation of the Vampire blueprints and is presently bringing them up to date. The blueprints for the "Ghost" reactors, which will eventually be mounted on the "Vanom" planes, are also ready. As a result of the international situation, there have been delays in the deliveries of orders placed with foreign firms.

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Document No. 11

**No Change in Class.** ☐

☐ Declassified

**Class. Changed To: TS S C**

Auth.: HR 70-2

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5. For the construction of the airplanes, Fiat will use its present facilities and those of its subcontractors and suppliers. The firm counted on completing the first airplane by September or October 1951 and to deliver four airplanes by December 1951.
6. The Fiat-Mirafiori field will probably be used for flight-testing after the preparation of a strip of hard earth. If this should prove unsuitable, the airstrip at Caselle Torinese or that at Malpensa Airport will be used. Fiat also had intended to construct a strip of earth at its own airport, approximately 2,100 yards long and 75 yards wide, but certain difficulties and the cost involved appear to have caused the abandoning of this project.
7. With regard to the "Goblin" reactor, the situation is as follows:
  - a. The construction blueprints have, in part, been received; the revision designs are being translated;
  - b. The instructions for check-ups (revisione), repairs and testing are being translated;
  - c. The blueprints regarding equipment for check-ups are being translated;
  - d. Apprehensive lest other blueprints be delayed, Fiat is preparing a set of its own;
  - e. The equipment for check-ups is being readied;
  - f. A United States-made "equilibratrice Gisholt Dynetric", essential to the checking-up of the reactor, has been ordered;
  - g. A wet-sanding unit is being readied; (another cabin has been promised by De Havilland for the end of April);
  - h. Machinery for the anodization of the vents is being readied;
  - i. Argon arc-welding groups have been ordered from De Havilland; (in the meantime, Fiat has bought another welding group locally);
  - j. Various machinery is also being ordered;
  - k. Twelve test benches have been ordered from De Havilland; estimated delivery date was between March and July 1951; Fiat is preparing 5 benches of its own; and
  - l. Other specific installations are being studied by Fiat.
8. Fiat estimated that by June 1951, it could have started revising "Goblin" reactors. In order to train the workers and, in case of need, have another plant ready, it was decided to assign the construction of paini fissi di coda to the CMASA firm of Marina di Pisa, which is being equipped for the task.

Status of Plans at Alfa Romeo:

9. Alfa Romeo has also received orders for a number of Vampire airplanes. This firm plans to produce the airplanes in its factory at Pomigliano d'Arco, Naples, and is assembling the necessary equipment. The blueprints have been received and the translation has been practically completed.

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